

Application No. 3

Commission District 10 Community Council 11

APPLICATION SUMMARY

Applicant/Representative:	Baptist Hospital of Miami, Inc./Joseph G. Goldstein, Esq., Tracy R. Slavens, Esq. Holland and Knight, LLP. 701 Brickell Avenue, Suite 3000 Miami, FL 33131
Location:	Northeast Corner of SW 137 Avenue and SW 96 Street
Total Acreage:	19.55 Gross Acres, 16.02 Net Acres
Current Land Use Plan Map Designation:	Office/Residential
Requested Land Use Plan Map Designation:	Business and Office
Amendment Type:	Standard
Existing Zoning/Site Condition:	GU, RU-TH, RU-3, RU-3M, and RU-5A / most of the application site is fallow land; northern parcel is developed with a church

RECOMMENDATIONS

Staff:	ADOPT AND TRANSMIT (August 25, 2009)
West Kendall Community Council (11):	ADOPT AND TRANSMIT (September 22, 2009)
Planning Advisory Board (PAB) Acting as Local Planning Agency:	ADOPT AND TRANSMIT With Acceptance of Proffered Covenant (October 5, 2009)
Board of County Commissioners:	ADOPT AND TRANSMIT With Acceptance of Proffered Covenant (November 4, 2009)
Final Action of Planning Advisory Board Acting as Local Planning Agency:	TO BE DETERMINED
Final Action of Board of County Commissioners:	TO BE DETERMINED

Staff recommends to **ADOPT AND TRANSMIT** the proposed standard Land Use Plan map amendment to redesignate the subject property from “Office/Residential” to “Business and Office” based on the following considerations:

Principal Reasons for Recommendations

1. Policy LU-8E of the Land Use Element of the Comprehensive Development Master Plan (CDMP) requires amendments to the Adopted 2015 Land Use Plan (LUP) map to be evaluated according to factors such as, the proposed development’s ability to satisfy a deficiency in the LUP map to accommodate projected population or economic growth in the County, impacts to County services, compatibility with abutting and nearby land uses, impacts to environmental and historical resources, and the extent to which the proposed CDMP land use would promote transit ridership and pedestrianism.

Redesignating the subject property from “Office/Residential” to “Business and Office” would not impact the supply of commercial land in Minor Statistical Area (MSA) 6.2 since both office and business uses are considered in the calculation of the supply of commercial land. Furthermore, the proposed CDMP land use change to “Business and Office” would neither enhance nor diminish the depletion rate or residential supply in MSA 6.2 if developed residentially as allowed. The subject property’s current “Office/Residential” land use category and the proposed “Business and Office” land use category allow an equal amount of residential development on the subject property.

Maximum development on the application site under the proposed “Business and Office” CDMP land use category would not cause level of services for solid waste, potable water supply, sanitary sewer service, and parks to be violated or exceeded. In addition, if developed with residential use only, Miami-Dade County Public Schools has determined that schools serving the application site would operate below capacity with or without approval of the proposed CDMP amendment (See “Staff Analysis” section below). Furthermore, according to Miami-Dade Fire Rescue (MDFR), the proposed CDMP amendment would result in a “severe” impact to existing fire rescue services. However, this “severe” condition would apply to maximum development under the application site’s current “Office/Residential” CDMP land use category, thus, a change to “Business and Office” on the subject property would neither improve nor diminish this “severe” condition.

The proposed LUP map amendment would be compatible with adjacent retail uses located immediately north and west of the application site. Commercial establishments west of the application site, across SW 137 Avenue, include the “Shops of Westberry” shopping center, which contain a variety of retail and service activities. In addition, immediately north of the application site is the Lowe’s Home Center and the Carter Square Shopping Center with Staples and Walgreen’s as anchors.

Policy LU-4C states, “Residential neighborhoods shall be protected from intrusion by uses that would disrupt or degrade the health, safety, tranquility, character, and overall welfare of the neighborhood by creating such impacts as excessive density, noise, light, glare, odor, vibration, dust or traffic.” The Lindgren Canal, which flows along the south and eastern border of the application site, would serve as a buffer to residential areas located immediately south of the subject property, across SW 96 Street, and residential areas located east of the application site adjacent to Calusa Elementary School (See Appendix A: Map Series).

The application site does not contain any historical, archaeological, or environmental resources. However, DERM analysis indicates that specimen-sized trees (trunk diameter 18 inches or greater) may be on the application site. Section 24-49 of the Miami-Dade County Code (Code) provides for the preservation and protection of tree resources; therefore, the applicant is required to obtain a Miami-Dade County Tree Removal Permit prior to the removal or relocation of any identified specimen-sized trees (See "Environmental Conditions" section on pg. 3-8 below).

In addition, the application site is located within the West Wellfield Protection Area, and as such, the property is subject to stringent wellfield protection measures that restrict development and regulates land uses within the wellfield protection area as specified in Section 24-43 (4), (4)(c), (5), and (10) of the Miami-Dade County Code. Land uses, including certain business uses, that do not comply with the aforementioned Code Section require variances from the Miami-Dade County Environmental Quality Control Board (EQCB).

Policy LU-8E(v) states that for proposed land uses, "If located in a planned Urban Center, or within 1/4 mile of an existing or planned transit station, exclusive busway stop, transit center, *or standard or express bus stop served by peak period headways of 20 or fewer minutes*, would be a use that promotes transit ridership and pedestrianism." The application site is located within ¼ mile of a standard bus stop served by Route 137/West Dade Connection. However, peak period (AM/PM) headways for this bus route is 30 minutes.

2. The subject property is adjacent to an existing business node of over 102 acres located at the intersection of two major roadways, Kendall Drive and SW 137 Avenue. This node is the core of a designated Community Urban Center on the adopted LUP map. Diversified urban centers are encouraged to become hubs for future urban development intensification in Miami-Dade County, around which a more compact and efficient urban structure will evolve. These Urban Centers are intended to be moderate- to high-intensity design-unified areas, which will contain a concentration of different urban functions integrated both horizontally and vertically. The core of the centers should contain business, employment, civic, and/or high-or moderate-density residential uses, with a variety of moderate-density housing types within walking distance from the centers. Both large and small businesses are encouraged in these centers, but the Community Centers shall contain primarily moderate and smaller sized businesses, which serve, and draw from, the nearby community. The proposed redesignation to "Business and Office," which allows a wide variety of uses, can be consistent with the existing Community Urban Center designation.
3. In July 2009, the Public Works Department (PWD) conducted an evaluation of peak-period traffic concurrency conditions in the vicinity of the application site, which considers reserved trips from approved development not yet constructed, programmed roadway capacity improvements listed in the first three years of the County's 2010 Transportation Improvement Program (TIP), and the Application's impact. The analysis predicts that the roadways adjacent to the application site, SW 137 Ave./SR 825, between SW 88 and SW 104 Streets and from SW 104 to SW 128 Streets, will operate at LOS C or better, above their adopted level of service (LOS) D standard, with the proposed amendment's traffic impacts (for details see the "Traffic Impact Analysis" Table on pg. 3-18). The 2025 traffic condition analysis indicates that a number of roadway

segments within the study area and in the vicinity of the application site are projected to operate below their adopted LOS standards, with and without the application's traffic impact. However, the proposed CDMP Application would not significantly impact the roadway segments analyzed.

STAFF ANALYSIS

Application Site

The application site is located inside the Adopted 2015 Urban Development Boundary (UDB) at the northeast corner of SW 137 Avenue and SW 96 Street, overlapping both the Baptist Hospital West Kendall and the Costco Kendall Subdivisions. The subject property is 19.55 gross acres (16.02 net acres) fronting a section-line road, SW 137 Avenue, which is designated a Major Roadway (3 or more lanes) on the Adopted 2015-2025 Land Use Plan (LUP) map. The Lindgren Canal flows along the south and eastern boundaries of the Application site.

The application site is currently designated "Office/Residential" on the Adopted 2015-2025 LUP map. Current zoning and existing uses within and surrounding the application site are depicted on the "Zoning" and "Existing Land Use" maps attached at the end of this report (See Appendix A: Map Series). Miami-Dade County Property Appraiser data shows the subject property is comprised of three parcels. The 'northern parcel' is developed with a 9,799 sq. ft. structure (the Lord of Life Lutheran Church and pre-school) and the two 'southern parcels' are currently fallow agricultural land. Current zoning districts on the Application site include GU (Interim), RU-TH (Townhouse), RU-3 (Four Unit Apartment House on a 7,500 square foot net lot), RU-3M (Minimum Apartment House- 12.9 units/net acre), and RU-5A (Semi-Professional Office).

The applicant proposes to change the CDMP land use category on the application site from "Office/Residential" to "Business and Office." Under the current "Office/Residential" land use designation, assuming a floor area ratio of 0.5, this 16.02-net acre parcel could support approximately 348,916 sq. ft. of non-residential uses, which could potentially generate 1,183 employees on the application site. The floor area ratio is calculated by dividing the building square footage by the net lot area. Under the proposed "Business and Office" land use designation, assuming a floor area ratio of 0.4, this parcel could support approximately 279,132 sq. ft. of non-residential uses, which could potentially generate 698 employees on the application site. In addition to non-residential uses, CDMP land use policies allow residential uses under the current and proposed CDMP land use categories, both at a density up to one density category higher than the LUP-designated density category of the adjoining or adjacent residentially designated area on the same side of the abutting principal roadway. Thus, a maximum of 13 dwelling units per acre could occur on the Application site, since the adjacent area is designated for a maximum of six dwelling units per acre.

Adjacent Land Use and Zoning

The LUP map designates adjacent properties to the north of the application site as "Business and Office" and adjacent properties to the east and south of the application site as "Low Density Residential Communities (2.5 to 6 DU/gross acre). Furthermore, the "Land Use Map" shows that properties adjacent to the west of the application site, across SW 137 Avenue, are designated on the CDMP as "Medium Density Residential Communities (13 to 25 DU/gross acre)" [See Appendix A: Map Series].

The "Zoning Map" shows that properties adjacent to the north of the application site are zoned OPD (Office Park District). Existing land uses that characterize these properties include "sales and services." The Lowe's Home Center and the Carter Square Shopping Center with Staples and Walgreen's as anchors are located in this area. Properties adjacent to the east and south of the application site are zoned GU (Interim). Further east and south of the application site, across the Lindgren Canal, properties are zoned RU-TH (Townhouses). Existing land uses that

characterize these properties include “single-family residential” and “local parks and playground” (See Appendix A: Map Series). Further east of the “local parks and playground” (i.e. Calusa Club Estate Park) is the Calusa Elementary School. South of the application site, across SW 96 Street in the Calusa Club Estates (3rd Addition) Subdivision, are single-family detached homes.

Parcels adjacent to the west of the subject property, across SW 137 Avenue, are zoned BU-1A (Limited Business), RU-3M (Minimum Apartment House), and RU-4L (Limited Apartment House). Existing land uses that characterize these properties include “sales and services,” “hospitals and nursing homes,” and “multi-family” residential use. The Hartland Health Care Center, Pepper Cove Apartments, and the “Shops of Westberry” are located in these areas. The Shops of Westberry shopping center includes retail establishments such as a Shell gas station, a Pollo Tropical Restaurant, the Stop N’ Shop Food Store, a Pizza Hut delivery restaurant, and the “Sabor a Café” Colombian Cuisine. There is also a day care facility, a dentist office, cleaners, chiropractor’s office, a dollar store, a travel agency, a beauty salon, and a Colombian bakery.

Land Use and Zoning History

Miami-Dade County zoning districts and zoning code regulations were created in 1938. The subject property was initially designated GU (Interim). However, on January 13, 1975, Miami-Dade County Board of County Commissioners (BCC) adopted Resolution No. Z-3-75 approving a zoning district boundary change from GU to RU-3M (Minimum Apartment House District) on parcels located within the application site. Furthermore, On October 20, 1977, the BCC adopted Resolution No. Z-236-77 approving a zoning district boundary change from GU to RU-TH (Townhouse) on another parcel located within the subject property. Subsequently, on September 21, 1978, the BCC adopted Resolution No. Z-205-78 approving another zoning district boundary change from RU-TH to RU-3 (Four-Unit Apartment House District) on parcels located on the subject property. On November 19, 1981, the BCC approved a zoning district boundary change from RU-3 to RU-5A (Semi-Professional Office District) on parcels located on the subject property. According to zoning records, there has been no further zoning district boundary changes involving the application site since 1981, and currently, there is no pending zoning hearing involving the subject property.

Supply and Demand

Residential Land Analysis

In 2009, vacant residential land in the Analysis Area (Minor Statistical Area 6.2) is estimated to have a capacity for about 4,174 dwelling units, of which about 64 percent is for single-family type units. The annual average demand is projected to decrease from 595 units per year to 237 units per year between the 2009/10 and 2020/25 periods. An analysis of the residential capacity, without differentiating by type of units, shows absorption occurring in the year 2013. About 92 percent of the projected demand is for single-family type units, and this land is projected to deplete by the year 2012. The supply of multi-family land is projected to accommodate demand beyond 2025. (See “Residential Land Supply/Demand Analysis” table below).

**Residential Land Supply/Demand Analysis
2009 to 2025**

Analysis Done Separately For Each Type, I.E. No Shifting Of Demand Between Single & Multi-Family Type			
	Structure Type		
	Single-Family	Multifamily	Both Types
Capacity In 2009	2,673	1,501	4174
Demand 2009-2010	549	46	595
Capacity In 2010	1,575	1,409	2984
Demand 2010-2015	707	59	766
Capacity In 2015	0	1,114	0
Demand 2015-2020	626	52	678
Capacity In 2020	0	854	0
Demand 2020-2025	219	18	237
Capacity In 2025	0	764	0
Depletion Year	2012	>2025	2013

Source: Miami-Dade Department of Planning and Zoning, Planning Research Section, July 2009.

Notes: Residential capacity is expressed in terms of housing units.

Housing demand is an annual average figure based on proposed population projections.

Commercial Land Analysis

In 2009, MSA 6.2 (the study area) where the application site is located, contained 591.7 acres currently in commercial uses and an additional 222.5 acres of vacant land zoned or designated for business or commercial uses. The annual average absorption rate for commercial uses in MSA 6.2, for the 2008-2025 period, is 13.77 acres per year. At the projected rate of absorption, reflecting past absorption rate of commercial uses in MSA 6.2, the study area will deplete its supply of commercially zoned or designated land beyond the year 2025 (See "Projected Absorption of Land for Commercial Uses" table below).

**Projected Absorption of Land for Commercial Uses
Indicated Year of Depletion and Related Data**

Analysis Area	Vacant Commercial Land 2009 (Acres)	Commercial Acres in Use 2009	Annual Absorption Rate 2008-2025 (Acres)	Projected Year of Depletion	Total Commercial Acres Per Thousand Persons	
					2015	2025
MSA 6.2	222.5	591.7	13.77	2025+	5.2	4.8

Source: Miami-Dade County Department of Planning & Zoning, Planning Research Section, July 2009.

Environmental Conditions

The following information pertains to the environmental conditions of the application site. All YES entries are further described below.

Flood Protection

Stormwater Management	Surface Water Management Permit
Drainage Basin	C-100 Canal
Federal Flood Zone	AH and X
Hurricane Evacuation Zone	NO

Biological Conditions

Wetlands Permits Required	NO
Native Wetland Communities	NO
Specimen Trees	YES
Natural Forest Communities	NO
Endangered Species Habitat	NO

Other Considerations

Within Wellfield Protection Area	YES
Archaeological/Historical Resources	NO
Hazardous Waste	NO

Drainage and Flood Protection

The application site is located across Flood Zone AH, where the base flood elevation is 9.0 feet, NGVD, and across Flood Zone X, where the base flood elevation is undetermined as per the Federal Flood Insurance Rate Maps (FIRM) for Miami-Dade County. Flood protection for the Application site is available through the C-100 Canal.

According to the Miami-Dade County Department of Environmental Resources Management (DERM), a retention/detention system adequately designed to contain the run-off generated by a 5-year storm event onsite is required for the proposed development. A Surface Water Management Permit may be required prior to any development on the site. Other permits by the Environmental Resource Regulation Division may also be required. In addition, proper grading or a structural wall must be provided along the perimeter of all new developments to ensure full containment onsite from the run-off that would be generated from the development.

Specimen Trees

The subject property may contain Specimen-sized (trunk diameter 18 inches or greater) trees. Section 24-49.2(II) of the Miami-Dade County Code (Code) provides for the preservation and protection of tree resources. Therefore, the applicant is required to obtain a Miami-Dade County Tree Removal Permit prior to removal or relocation of any specimen-sized trees identified on the Application site. The applicant is advised to contact DERM staff for additional information regarding tree-permitting procedures and requirements prior to site development.

Wellfield Protection Areas

The subject property is located within the West Wellfield Protection Area, therefore, the application site is subject to stringent wellfield protection measures that restrict development

and regulates land uses within the wellfield protection area as specified in Section 24-43 (4), (4)(c), (5), and (10) of Miami-Dade County Code. This section of the Code prohibits the approval of any building permits, certificates of use and occupancy, municipal occupational licenses, platting actions or zoning actions for any nonresidential land uses which generates, uses, handles, disposes of, discharges or stores hazardous wastes on property located within wellfield protection areas.

Water and Sewer

Water Supply

The Biscayne Aquifer is the primary water supply source for the millions of people living in South Florida. However, overuse of this aquifer has resulted in lowered water levels in the Everglades, and is inconsistent with the goals of the Comprehensive Everglades Restoration Project (CERP), which is designed to restore and preserve the water resources of the South Florida ecosystem, including the Everglades. In 2005, the South Florida Water Management District (SFWMD) promulgated new rules that prohibited withdrawals from the Biscayne Aquifer to accommodate future development. The SFWMD requires that all future development be linked to new water supply sources, either through alternative water supply or reuse projects.

On November 15, 2007, the South Florida Water Management District Governing Board approved the Miami-Dade Water Supply Water Use Permit (WUP). The WUP details how the County will provide adequate water supply for its anticipated growth over a 20-year period. This permit is to be reviewed and updated every 5 years or sooner if needed. The projects that are planned to implement the 20-year WUP are contained in Objective WS-7 of the Comprehensive Development Master Plan (Water Supply Facilities Work Plan) and funded through the County's Capital Improvements schedules.

In August 2009, a permit compliance report prepared for WASD indicated that several projects originally contemplated in the WUP are no longer necessary to provide adequate water supply for the County's growth. This is in large due to the implementation of the County's adopted permanent landscape irrigation restrictions, which limits landscape watering to twice per week, and the requirement of more efficient water use measures. As a result, water use demand in the County is approximately 35 mgd below the permitted Biscayne Aquifer pumpage level of 347 mgd. This decrease in water consumption has caused WASD to re-evaluate the need and/or timing of several alternative water supply projects in its WUP. The new schedule and requested permit modifications are currently being reviewed by the SFWMD.

Estimated Water Demand by Land Use Scenario				
Scenario	Use (Maximum Allowed)	Quantity (Units or Square Feet)	Water Demand Multiplier (Section 24-43.1 Miami-Dade Code)	Projected Water Demand (gpd)
CURRENT USE				
1	Office Building	348,916	10 gpd/100 sf	34,892
2	SF-attached Residential	254 units	250 gpd/unit	63,500
PROPOSED USE				
1	Commercial	279,132 sf	5 gpd/100 sf	13,957
2	SF-attached Residential	254 units	250 gpd/unit	63,500

The assessment of available water supply, as it relates to comprehensive plan amendments, is difficult given that there is no specific timing of the development. Therefore, to determine if adequate water supply will be available for the proposed amendment, an assumption of three years for project completion from final comprehensive plan amendment approval is made; for this project, the year 2012 will be used. This timeframe allows for rezoning of the property, platting of property, permitting, and construction. Additionally, this is the timeframe for which concurrency is applied.

Assuming the subject site is built with 254 units of single-family attached homes (maximum development allowed under the current "Office/Residential" CDMP land use category, which would generate the greatest water and sewer demand), the maximum water demand is estimated at 63,500 gpd (gallons per day). Maximum water demand under the proposed "Business and Office" land use category is also estimated at 63,500 gpd, thus, no change in the amount of water demands (see "Estimated Water Demand" table above). Given that the water demands of the County are approximately 35 MGD lower than the water allocated from the Biscayne Aquifer by the SFWMD, this application will not create a water supply problem. It is important to note that no Declaration of Restrictions was proffered by the applicant restricting land uses on the application site.

It should be noted that WASD is developing an allocation system to track water demands from platted and permitted development. This system will correspond to the system used by DERM to track sewer flows to pump stations and wastewater treatment facilities. The water allocation system requires all development within the WASD utility service area to obtain a letter from WASD stating that adequate water supply capacity is available for the proposed project prior to approval of development orders.

Potable Water

The County's adopted level of service (LOS) standard for water treatment requires that the regional treatment system, comprised of the Hialeah/Preston and the Alexander Orr Water Treatment Plants, operate with a rated maximum daily capacity of no less than 2 percent above the maximum daily flow for the preceding year, and an average daily capacity 2 percent above the average daily system demand for the preceding 5 years. Based on the 12-month (period ending 05-31-09) data provided by DERM, the regional treatment system has a DERM rated treatment capacity of 439.7 million gallons per day (mgd) and a maximum plant production of 418.1 mgd. As a result, the regional system has 21.7 mgd or 4.91% of treatment plant capacity remaining. Additionally, the system has a 12-month average demand of 305.6 mgd, which is well within 2 percent of the system's 402.3 mgd permitted annual average withdrawal, and therefore meets the LOS standard for water treatment facilities.

The water treatment plant (WTP) servicing the application site is the Alexander Orr WTP. Based on the 12-month data provided by DERM, this water treatment plant currently has a DERM rated treatment capacity of 214.7 mgd and a maximum plant production of 212.8 mgd. This plant is currently undergoing a re-rating by the SFWMD.

Wastewater Facilities

The County's adopted LOS standard for wastewater treatment and disposal requires that the regional wastewater treatment and disposal system operate with a capacity that is two percent above the average daily per capita flow for the preceding five years and a physical capacity of no less than the annual average daily sewer flow. The wastewater effluent must also meet all

applicable federal, state, and county standards and all treatment plants must maintain the capacity to treat peak flows without overflow. Ultimate disposal of sewage flows from the application site is the South District Wastewater Treatment Facility, which has a design capacity of 112.50 mgd and a 12-month average flow (period ending 05-31-09) of 91.32 mgd or 81.17% of the plant's design capacity.

Based upon the residential development scenario (discussed under the Water Supply section), it is estimated that this site will generate sewage flows of 63,500 gpd. These estimated flows will increase the plant's 12-month average flow to 91.38 mgd or 81.23% of the plant's design capacity and will not cause the adopted LOS standard to be exceeded.

The closest available public sanitary sewer line to the application site is an existing 8-inch gravity main within the subject property. According to WASD, sewage flows from this site would be directed to PS 30-Tandem and then to the South District Wastewater Treatment Facility.

Solid Waste

The application site is located inside the Department of Solid Waste Management (DSWM) waste service area for garbage and trash collections. The adopted LOS standard for the County Solid Waste Management System is to maintain sufficient waste disposal capacity to accommodate waste flows committed to the System through long-term contracts or interlocal agreements with municipalities and private waste haulers, and anticipated uncommitted waste flows, for a period of five years. The DSWM issues a periodic assessment of the County's status in terms of 'concurrency' that is, the ability to maintain a minimum of five (5) years of waste disposal capacity system-wide. Currently the County has solid waste disposal capacity for seven years, two years beyond the minimum LOS standard. The Department, however, does not actively compete for commercial collection at this time and the requested amendment will have no impact or any associated costs; therefore, the DSWM has no objection to the proposed changes.

Parks

The LOS standard for recreation open space provides for 2.75 acres of local recreation open space per 1,000 permanent residents in unincorporated areas; and adds that the County must provide open space of five acres or larger within three miles from a residential area. The application site is in Park Benefit District 2 (PBD-2), which has a surplus capacity of 409.36 acres when measured by the County concurrency level-of-services standard for the unincorporated area.

County owned parks and recreation facilities, within a two-mile radius of the application site, are described in the "County Local Parks" table below, which lists the name, type, and acreage for each park. The nearest park to the application site is the Calusa Club Estates Park located at 13464 SW 96th Street, along the east boundary of the subject property.

**County Local Parks
Within a 2 Mile Radius of Application Area**

Park Facility	Classification	Acreage
Arvida Park	Neighborhood Park	8.0
Calusa Club Estates Park	Neighborhood Park	6.57
Camp Matecumbe	Special Activity Park	98.46
Devon Aire Park	Community Park	12.5
Hammocks Community Park	Community Park	14.84
Kendale Lakes Park	Community Park	16.19
Kendale Lakes STD Lot 1	Mini-Park	0.38
Kendale Lakes STD Lot 38	Mini-Park	0.38
Kendale Lakes STD Tract A3a	Mini-Park	0.46
Kendall Green Park	Neighborhood Park	26.62
Kendall Soccer Park	Single Purpose Park	41.97
Kings Meadow Park	Neighborhood Park	5.79
Olympic Park	Neighborhood Park	9.02
Nixon Smiley Pineland Preserve	Natural Area Preserve	129.37
Rock Ridge Park	Neighborhood Park	4.7
Sugarwood Park	Neighborhood Park	8.0
Water Oaks Park	Neighborhood Park	5.0
West Kendale Lakes Park	Neighborhood Park	5.02
Wild Lime Park	Community Park	11.86

Source: Miami Dade Parks and Recreation Department, July 2009

The proposed amendment will, however, permit consideration of retail uses adjacent to the Calusa Club Estates Park. Therefore, it is recommended that any future development proposed for this site take the goals and principles of the County's Open Space System Master Plan into account and that future site planning at this location incorporate measures to reduce impacts to the County's park system.

Fire and Rescue Service

Miami-Dade County Fire Rescue Station 57, West Kendall, located at 8501 Southwest 127th Avenue, currently serves the application site. This station is equipped with a Rescue unit, and is staffed with three firefighters/paramedics 24 hours a day seven days a week. There are no Fire Rescue stations planned in the vicinity of the Application site.

According to Miami-Dade County Fire Rescue Department (MDFR) data, average travel time to incidents in the vicinity of the application site is approximately 7 minutes. The current "Office/Residential" CDMP land use designation allows a potential development that would generate a total of 76 annual alarms. Under the proposed "Business and Office" CDMP land use designation, potential development is anticipated to generate a total of 82 annual alarms. According to MDFR, a severe impact to existing Fire and Rescue services would occur if the property developed under either its current or proposed CDMP land use designations. According to Miami-Dade County Fire and Rescue Department, 1–30 annual alarms would have minimal impact to Fire and Rescue services, 31–69 annual alarms would have a moderate impact, and 70+ annual alarms would have a severe impact. Existing Fire and Rescue Station Nos. 9, 36, and 53, located in the vicinity of the application site, will be able to assist in responding the anticipated number of emergency calls.

The required fire flow for the proposed CDMP designation is as follows: Business and Office 3,000 gallons per minute (gpm). Additionally, each fire hydrant shall deliver no less than 1000 gpm.

Public Schools

The adopted LOS standard for public school facilities is 100% utilization of Florida Inventory of School Houses (FISH) with relocatable classrooms. The County's land use applications will be reviewed based on this standard and based on projected planned facilities in the Miami-Dade County Facilities Five-Year Work Plan. This review is an initial cursory review and no concurrency reservation is required at this stage.

This Application does not propose an increase in residential development from its current "Office/Residential" land use designation. Thus, no additional impact to the public school system will occur with designating the subject property to "Business and Office."

Concurrency Service Area (CSA) Schools

CSA Id	Facility Name	Available Capacity	Seats Required	LOS Met	Source Type
0031	Claude Pepper Elementary	206	No additional Impact	Yes	Current CSA
0217	Hammocks Middle	405	No additional Impact	Yes	Current CSA
7531	Miami Sunset Senior	77	No additional Impact	Yes	Current CSA

Source: Miami-Dade County Department of Planning and Zoning, 2009
Miami-Dade County Public Schools, 2008

Roadways

Primary access to the Application site is from SW 137 Avenue (SR 925), a six-lane divided arterial, which provides access to other major east-west arterials. East-west expressways and arterials in close proximity to the application site include: SW 42/SW 40 (SR 976), SW 56, SW 72 (SR 986), SW 88 (SR 90), SW 104, SW 120, SW 136, and SW 152 (SR 992) Streets. North-south expressways and arterials include: the Don Shula Expressway (SR 874), the Homestead Extension of the Florida Turnpike (HEFT)/(SR 821), SW 107 (SR 975), SW 117, SW 122, SW 127, SW 137, SW 147, SW 152, SW 157, SW 167, and SW 177 (SR 997) Avenues. SW 177 (Krome) Avenue (SR 997) and the HEFT (SR 821) form part of Florida's Strategic Intermodal System (SIS) and are also part of the Florida Intrastate Highway System (FIHS).

The Department of Planning and Zoning, in cooperation with the County's Public Works Department (PWD) and the Metropolitan Planning Organization (MPO), performed a short-term (concurrency) and a long-term (future 2025) traffic impact analyses to determine the impact the requested land use change would have on the roadways adjacent to and in the vicinity of the application site. The analyses were based on the potential maximum development that could occur under current "Office/Residential" and requested "Business and Office" CDMP land use designations. Under the current "Office/Residential" land use designation, three development scenarios were analyzed: Scenario 1 assumed the application site developed with general office space (348,916 sq. ft. of general offices); Scenario 2 assumed the application site developed medical/dental office space (348,916 sq. ft. of medical/dental offices); and Scenario 3

assumed the application site developed with residential use (254 single-family attached dwelling units). Under the requested "Business and Office" land use designation, two development scenarios were analyzed: Scenario 1 assumed the application site developed with commercial use only (279,132 sq. ft. shopping center) and Scenario 2 assumed the application site developed with residential use only (254 attached single-family attached dwelling units). The "Office/Residential" and "Business and Office" CDMP land use designations may allow residential development at a density up to one category higher than the LUP-designated density of the adjacent or adjoining residentially designated area.

The Department's traffic impact analyses, concurrency analysis and future (2025) conditions analysis, identified the roadway segments adjacent to and in the vicinity of the application site that would be impacted by this application.

Study Area

The Study Area (area of influence) analyzed is bound by SW 42 Street (Bird Road) on the north, SW 107 Avenue on the east, SW 152 Street (Coral Reef Drive) on the south, and SW 177 (Krome) Avenue on the west.

Existing Conditions

The roadway operating conditions, levels of service (LOS), are represented by one of the letters "A" through "F," with "A" generally representing the most favorable driving conditions and "F" representing the least favorable.

Existing conditions analysis indicates that all major roadways within the study area are operating at or above their adopted LOS standard. However, the following roadway segments, SW 42 Street between SW 127 Avenue and the HEFT, SW 104 Street from SW 127 Avenue to SW 117 Avenue, and SW 112 Street between SW 117 Avenue and SW 107 Avenue, are currently operating at LOS E+14%, E+13%, and E+14%, respectively, but still below their adopted LOS E+20% standard. The existing operating conditions of the roadways within the study area are presented in the "Existing Traffic Conditions" table.

Existing Traffic Conditions
Roadway Lanes and Peak Period Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.	LOS
SW 177 (Krome) Ave./SR 997	SW 8 Street to SW 88 Street	2 UD	C	C (07)
	SW 88 Street to SW 184 Street	2 UD	C	C (07)
SW 157 Avenue	SW 72 Street to SW 88 Street	4 DV	E+20%	B (07)
	SW 88 Street to SW 112 Street	4 DV	E	C (07)
SW 152 Avenue	SW 88 Street to SW 96 Street	2 UD	D	D (07)
SW 147 Avenue	SW 42 Street to SW 56 Street	4 DV	E+20%	D (07)
	SW 56 Street to SW 72 Street	4 DV	D	C (07)
	SW 72 Street to SW 88 Street	4 DV	D	C (07)
	SW 88 Street to SW 104 Street	4 DV	D	D (07)
	SW 104 Street to SW 120 Street	4 DV	D	C (07)
SW 137 Avenue	SW 42 Street to SW 56 Street	6 DV	E+20%	D (07)
	SW 56 Street to SW 72 Street	4 DV	D	D (07)
	SW 72 Street to SW 88 Street	4 DV	D	C (07)
SW 137 Avenue (SR 925)	SW 88 Street to SW 128 Street	6 DV	D	B (07)
SW 137 Avenue (SR 925)	SW 128 Street to SW 136 Street	6 DV	E	D (07)
SW 137 Avenue	SW 136 Street to SW 152 Street	6 DV	E	D (07)
SW 127 Avenue	SW 42 Street to SW 56 Street	4 DV	D	D (07)
	SW 56 Street to SW 72 Street	4 DV	D	B (07)
	SW 72 Street to SW 88 Street	4 DV	D	D (07)
	SW 88 Street to SW 104 Street	2 UD	D	D (07)
	SW 104 Street to SW 120 Street	2 UD	D	D (07)
HEFT (SR 821)	SW 40 Street to SW 88 Street	6 LA	D	B (07)
	SW 88 Street to SR 874	6 LA	D	B (07)
	SR 874 to SW 152 Street	8 LA	D	B (07)
SW 117 Avenue	SW 40 Street to SW 72 Street	4 DV	D	D (07)
	SW 72 Street to SW 88 Street	4 DV	D	D (07)
	SW 88 Street to SW 104 Street	4 DV	D	D (07)
	SW 104 Street to SW 136 Street	4 DV	D	D (07)
	SW 136 Street to SW 152 Street	4 DV	D	D (07)
SW 107 Avenue/SR 975	SW 40 Street to SW 56 Street	4 DV	E	B (07)
	SW 56 Street to SW 72 Street	4 DV	E	C (07)
	SW 72 Street to SW 88 Street	4 DV	E	D (07)
	SW 88 Street to SW 104 Street	4 DV	E	C (07)
Don Shula Expwy./SR 874	HEFT to SW 104 Street/Killian Dr.	4 LA	D	D (07)
	SW 104 St./Killian Dr. to SR 878	8 LA	D	D (07)
SW 42 Street/Bird Road	SW 152 Avenue to SW 147 Ave.	4 DV	E+20%	C (07)
	SW 147 Avenue to SW 137 Ave.	4 DV	E+20%	E (07)
	SW 137 Avenue to SW 127 Ave.	4 DV	E+20%	C (07)
	SW 127 Avenue to HEFT	4 DV	E+20%	E+ 14% (07)
SW 40 Street (SR 976)	HEFT to SW 107 Avenue	6 DV	E+20%	D (07)

Existing Traffic Conditions
Roadway Lanes and Peak Period Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.	LOS
SW 56 Street/Miller Drive	SW 147 Avenue to SW 137 Ave.	4 DV	D	C (07)
	SW 137 Avenue to SW 127 Ave.	4 DV	D	C (07)
	SW 127 Avenue to SW 117 Ave.	4 DV	D	D (07)
	SW 117 Avenue to SW 107 Ave.	4 DV	D	D (07)
SW 72 Street/Sunset Drive	SW 147 Avenue to SW 137 Ave.	4 DV	E+20%	C (07)
	SW 137 Avenue to SW 117 Ave.	4 DV	E+20%	C (07)
SW 72 St./Sunset Dr. (SR 986)	SW 117 Avenue to SW 107 Ave.	4 DV	E+20%	D (07)
Kendall Drive (SR 90)	SW 177 Ave. to SW 167 Ave.	4 DV	D	B (07)
	SW 167 Ave. to SW 152 Ave.	4 DV	E+20%	C (07)
	SW 152 Ave. to SW 137 Ave.	6 DV	E+20%	C (07)
	SW 137 Ave. to SW 127 Ave.	6 DV	E+20%	C (07)
	SW 127 Ave. to SW 117 Ave.	8 DV	E+20%	D (07)
	SW 117 Avenue to SW 107 Ave.	6 DV	E+20%	C (07)
SW 104 Street/Killian Dr.	SW 157 Ave. to SW 147 Ave.	4 DV	E+20%	D (07)
	SW 147 Ave. to SW 137 Ave.	4 DV	E+20%	C (07)
	SW 137 Ave. to SW 127 Ave.	6 DV	E+20%	D (07)
	SW 127 Ave. to SW 117 Ave.	6 DV	E+20%	E+13% (07)
	SW 117 Ave. to SW 107 Ave.	6 DV	E+20%	E (07)
SW 112 Street	SW 117 Ave to SW 107 Ave	2 UD	E+20%	E+14% (07)
SW 120 Street	SW 147 Ave. to SW 137 Ave.	4 DV	D	C (07)
	SW 137 Ave. to SW 117 Ave.	4 DV	D	C (07)
SW 152 Street/Coral Reef Dr.	SW 142 Ave to SW 137 Ave	4 DV	E+20%	D (07)
	SW 137 Ave to SW 127 Ave	6 DV	E+20%	D (07)
	SW 127 Ave to SW 117 Ave/HEFT	6 DV	E+20%	D (07)
SW 152 Street (SR 992)	HEFT to SW 107 Ave	4 DV	E+20%	D (07)

Source: Miami-Dade County Department of Planning and Zoning; Miami-Dade Public Works Department; and Florida Department of Transportation, July 2009.

Note: () in LOS column identifies year traffic count was taken or LOS updated

DV= Divided Roadway, UD= Undivided Roadway, LA= Limited Access

LOS Std. means the adopted minimum acceptable peak period Level of Service standard for all State and County roadways.

E+20% means 120% of roadway capacity (LOS E)

Trip Generation

The “Estimated Peak Hour Trip Generation” table below identifies the estimated number of PM peak hour trips that would be generated by the three potential developments (Scenarios 1, 2, and 3) that could occur under the current “Office/Residential” land use designation and the two potential development scenarios that could occur under the requested “Business and Office” land use designation. If the application site were developed with commercial use only (shopping center) under the requested land use designation, it would generate approximately 407 more PM peak hour trips than the potential general office development that could occur under the current “Office/Residential” land use designation, and approximately 130 less PM peak hour trips than the potential medical-dental office development that could occur under the current “Office/Residential” land use designation. However, if the application site were developed with

residential use under the current “Office/Residential” and requested “Business and Office” land use designation, it would generate the same number of PM peak hour trips. See “Estimated PM Peak Hour Trip Generation” table below.

**Estimated PM Peak Hour Trip Generation
By Current and Requested CDMP Land Use Designations**

Application Number	Assumed Use For Current CDMP Designation ¹ / Estimated No. Of Trips	Assumed Use For Requested CDMP Designation ² / Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
3 (Scenario 1)	“Office/Residential” (348,916 sq. ft. General Office Space) ¹	“Business and Office” (279,132 sq. ft. Commercial use) ³	
	470	877	+ 407
3 (Scenario 2)	“Office/Residential” (348,916 sq. ft. Medical-Dental Office Space) ²	“Business and Office” (279,132 sq. ft. Commercial use) ³	
	1007	877	- 130
3 (Scenario 3)	“Office/Residential” (With Residential Development 254 Single-Family attached dwelling units) ³	“Business and Office” (With Residential Development; 254 Single-Family attached dwelling units)	
	129	129	0

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003; Miami-Dade County Public Works Department, July 2009.

Notes: ¹ Currently, the application site is designated “Office/Residential” on the Adopted 2015 and 2025 Land Use Plan Map. The site is currently unimproved, but it is used for seasonal agriculture during the winter months when strawberries are planted. The Office/Residential land use category allows both professional and clerical offices, hotels, motels, and residential uses. For residential use, residential density may be approved up to one density category higher than that allowed in the adjoining or adjacent residentially designated area on the same side of the abutting principal roadway. Three development scenarios were analyzed under the current “Office/Residential” land use designation. Scenario 1 assumes the application site developed with 348,916 sq. ft. of General Office space; Scenario 2 assumes the site developed with 348,916 sq. ft. of Medical-Dental office use; and Scenario 3 assumes the site developed with residential use (254 townhouses).

² The requested “Business and Office” land use category accommodates the full range of sales and service activities, including retail, wholesale, personal and professional services, call centers, commercial and professional offices, hotels, motels, hospital, medical buildings, nursing homes, entertainment, and residential uses. Residential development may be authorized to occur in the Business and Office category at a density up to one density category higher than that allowed in the adjoining or adjacent residentially designated area on the same side of the abutting principal roadway. Two development scenarios were analyzed under the requested Business and Office land use designation. Scenario 1 assumes the application site developed with 279,132 sq. ft. of commercial use; and Scenario 2 assumes the site developed with residential use (254 townhouses).

³ This commercial development is estimated to generate approximately 1,233 PM Peak Hour trips, which were adjusted (reduced) due to pass-by trips (356).

Traffic Concurrency Evaluation

A recent evaluation of PM peak period traffic concurrency conditions as of July 2009, which considers reserved trips from approved development not yet constructed, programmed roadway capacity improvements listed in the first three years of the County's 2010 Transportation Improvement Program (TIP) and the Application's impact, predicts that the roadways adjacent to the application site will operate at or above their adopted LOS standards with the application's traffic impacts of each potential development scenario under the requested "Business and Office" land use designation. The roadway segments of SW 137 Avenue, from SW 88 to SW 104 Streets and from SW 104 to SW 128 Streets are projected to operate at LOS C or better, above their adopted LOS standard with the proposed amendment's traffic impacts under both Scenarios 1 and 2 (see the "Traffic Impact Analysis" Table below).

Future Conditions

The 2010 Transportation Improvement Program (TIP) lists the following programmed roadway capacity improvements for the study area. The four-lane widening of SW 127 Avenue from SW 88 to SW 120 Streets (under construction); SW 136 Street from SW 127 Avenue to the HEFT, SW 162 Avenue from SW 17 Street to SW 48 Terrace, and SW 157 Avenue from SW 52 Street to SW 54 Terrace; the construction of four new lanes on SW 157 Avenue from SW 112 to 120 Streets (under construction) and from SW 120 to SW 136 Streets (See "Programmed Roadway Capacity Improvements" table below for a complete listing.)

The Miami-Dade Transportation Plan to the Year 2030 includes twenty-four (24) planned roadway capacity improvements within the study area. Some of these include the following: the four-lane widening of SW 26 Street from SW 149 to SW 147 Avenues; the construction of two new lanes on SW 42 Street from SW 167 to SW 157 Avenues; the four-lane widening of SW 42 Street from SW 162 to SW 157 Avenues, and from SW 150 Avenue to SW 149 Avenue; a new two-lane road on SW 56 Street from SW 167 to 158 Avenues; the widening to four lanes of SW 56 Street from SW 158 to SW 152 Avenues (see "Planned Roadway Capacity Improvements" table on pg. 3-19 for a complete listing).

**Programmed Roadway Capacity Improvements
Fiscal Years 2009/2010 – 2013/2014**

Roadway	From	To	Type of Improvement	Fiscal Year
SW 88 Street	SW 162 Avenue	SW 150 Street	Widen 4 to 6 lanes	UC
SW 136 Street	SW 127 Avenue	HEFT	Widen 2 to 4 lanes	2011 – 2012
SW 136 Street	SW 149 Avenue	SW 139 Court	Widen 2 to 4 lanes	2009 – 2010
SW 127 Avenue	SW 88 Street	SW 120 Street	Widen 2 to 4 lanes	UC
SW 157 Avenue	SW 54 Terrace	SW 52 Street	Widen 2 to 4 lanes	Prior Funding
SW 157 Avenue	SW 112 Street	SW 120 Street	New 4 lanes	UC
SW 157 Avenue	SW 120 Street	SW 136 Street	New 4 lanes	2009-2010
SW 162 Avenue	SW 47 Street	SW 48 Terrace	Widen 2 to 4 lanes	2009-2010
SW 162 Avenue	SW 88 Street	SW 96 Street	New 4 lanes	UC

Source: 2010 Transportation Improvement Program, Metropolitan Planning Organization for the Miami Urbanized Area, May 2009.

Note: UC means under construction.

Traffic Impact Analysis on Roadways Serving the Amendment Site
Roadway Lanes, Existing and Concurrency Peak Period Operating Level of Service (LOS)

Sta. Num.	Roadway	Location/Link	Num. Lanes	Adopted LOS Std.*	Peak Hour Cap.	Peak Hour Vol.	Existing LOS	Approved D.O's Trips	Conc. LOS w/o Amend.	Amendment Peak Hour Trips	Total Trips With Amend.	Concurrency LOS with Amend.
Scenario 1: Business and Office (279,132 sq. ft. shopping center)												
9830	SW 147 Avenue	SW 88 Street to SW 104 Street	4DV	D	2170	1709	D	1	D	30	1740	D (07)
F-2520	SW 137 Ave./SR 825	SW 88 Street to SW 104 Street	6DV	E	5080	3011	B	23	B	360	3394	B (07)
F-2519	SW 137 Ave./SR 825	SW 104 Street to SW 128 Street	6DV	E	5080	2949	B	805	C	167	3921	C (07)
F-1080	SW 88 St./SR 94	SW 152 Ave. to SW 127 Avenue	6DV	E+20%	5904	3181	D	806	D	31	4018	D (08)
9722	SW 104 Street	SW 147 Ave. to SW 137 Ave.	4DV	E+20%	6240	2911	C	12	C	72	2995	C (07)
9720	SW 104 Street	SW 137 Avenue to SW 127 Ave.	6DV	E+20%	6144	3839	D	1	D	207	4047	D (07)
Scenario 2: Business and Office With Residential Development (254 attached Single-Family dwelling units)												
9830	SW 147 Avenue	SW 88 Street to SW 104 Street	4DV	D	2170	1709	D	1	D	5	1715	D (07)
F-2520	SW 137 Ave./SR 825	SW 88 Street to SW 104 Street	6DV	E	5080	3011	B	23	B	54	3088	B (07)
F-2519	SW 137 Ave./SR 825	SW 104 Street to SW 128 Street	6DV	E	5080	2949	B	805	C	24	3778	C (07)
F-1080	SW 88 St./SR 94	SW 152 Ave. to SW 127 Avenue	6DV	E+20%	5904	3181	D	806	D	5	3992	D (08)
9722	SW 104 Street	SW 147 Ave. to SW 137 Ave.	4DV	E+20%	6240	2911	C	12	C	11	2934	C (07)
9720	SW 104 Street	SW 137 Avenue to SW 127 Ave.	6DV	E+20%	6144	3839	D	1	D	30	3870	D (07)

Source: Compiled by Miami-Dade County Department of Planning and Zoning; Miami-Dade Public Works Department and Florida Department of Transportation, July 2009.

Notes: DV= Divided Roadway

* County adopted roadway level of service standard applicable to the roadway segment: D (90% capacity); E (100% capacity); E+20% (120% capacity) for roadways serviced with mass transit having 20 minutes or less headways between the Urban Development Boundary (UDB) and the Urban Infill Area (UIA).

() Indicates the year traffic count was taken and/or Level of Service updated

Scenario 1 assumes the Application site developed with commercial use (279, 132 sq. ft. shopping center) under the requested "Business and Office" land use designation.

Scenario 2 assumes the Application site developed with residential use (254 single-family attached dwelling units) under the requested "Business and Office" land use designation.

**Planned Roadway Capacity Improvements
Year 2020 Planned Roadway Improvements**

Roadway	From	To	Type of Improvement	Priority
SW 42 Street	SW 167 Avenue	SW 157 Avenue	New 2 lane	I
SW 42 Street	SW 162 Avenue	SW 157 Avenue	Widen 2 to 4 lanes	I
SW 42 Street	SW 150 Avenue	SW 149 Avenue	Widen 2 to 4 lanes	I
SW 56 Street	SW 167 Avenue	SW 158 Avenue	New 2-lane road	I
SW 56 Street	SW 158 Avenue	SW 152 Avenue	Widen 2 to 4 lanes	I
SW 88 St. /SR 94	Mills Drive	SW 102 Avenue	Add Turn Lane	I
SW 120 Street*	SW 137 Avenue	SW 117 Avenue	Widen 4 to 6 lanes	I*
SW 136 Street	SW 157 Avenue	HEFT	Widen 2 to 4 lanes	I
Krome Ave			Add turn lanes at SW 136 Street	I
SW 117 Avenue	SW 184 Street	SW 152 Street	Widen 2 to 4 lanes	I
SW 142 Avenue	SW 8 Street	SW 42 Street	New 2-lane road	I
SW 157 Avenue	SW 184 Street	SW 152 Street	Widen 2 to 4 lanes	I
HEFT/SR 821	SW 88 Street	SW 117 Avenue	12 lanes + 3 lane CD/ 8 lanes	I
SR 874	HEFT	SW 88 Street	NB and SB Mainline Toll Plaza; NB Ramp to Killian Drive	I
SW 72 Street	SW 157 Avenue	SW 117 Avenue	New 2-lane road	II
SW 88 St. /SR 94	SW 177 Avenue	SW 167 Avenue	Widen 4 to 6 lanes	II
SW 167 Avenue	SW 56 Street	SW 88 Street	New 2-lane road	II
Krome Ave./SR 997	SW 8 Street	SW 136 Street	Widen 2 to 4 lanes	II
Krome Ave./SR 997	SW 136 Street	SW 296 Street	Widen 2 to 4 lanes	II
SW 104 Street	SW 160 Ave	SW 167 Ave	Widen 2 to 4 lanes	III
SW 152 Street	HEFT	US 1	Widen 4 to 6 lanes	III
SW 152 Street	SW 147 Avenue	SW 157 Avenue	Widen 2 to 4 lanes	III
SW 127 Avenue	SW 120 Street	SW 144 Street	New 4 lanes	III
SW 167 Avenue	SW 40 Street	SW 56 Street	New 4 lanes	III
HEFT	SW 88 Street	SW 8 Street	Widen to 8 lanes	III
HEFT	SW 104 Street	NW 107 Avenue	Express lanes	III
SR 874	SW 88 Street	SR 826	SR 874/SR 878 Interchange; SB CD road to Kendall Dr.	III
SR 874	SW 120 Street	SW 117 Avenue	SB Off-ramp and NB On-ramp; noise walls	III

Source: Miami-Dade Transportation Plan to the Year 2030, Metropolitan Planning Organization for the Miami Urbanized Area, December 2004.

Notes: Priority I – Project improvements to be funded by 2009; Priority II – Project improvements planned to be funded between 2010 and 2015; and Priority III – Project improvements planned to be funded between 2016 and 2020.

* Miami-Dade County Public Works Department has determined that this project is currently unfeasible due to the high social and economic cost of acquiring the additional right-of-way.

Future (2025) traffic analysis evaluated roadway conditions within the study area to determine the adequacy of the roadway network to handle the demand of the Amendment application and to meet the adopted LOS standards through the year 2025.

The V/C ratio is a representation of the roadway volumes proportionate to the roadway capacity and is an expression of the roadway LOS. The correlation between roadway LOS and the V/C ratio is as follows: V/C ratio less than or equal to 0.70 is equivalent to LOS B or better, V/C ratio of 0.71 to 0.80 is LOS C, V/C ratio of 0.81 to 0.90 is LOS D, V/C ratio of 0.91 to 1.0 is LOS E, and V/C ratio of more than 1.0 is LOS F.

The future (2025) traffic condition analysis, which was performed by the Metropolitan Planning Organization (MPO) using the FSUTMS Model, indicates that most roadway segments within

the study area and in the vicinity of the Application site are projected to operate below their adopted LOS standards, with or without the application's traffic impact. The "2025 Volume-to-Capacity (V/C) Ratios" Table on pg. 3-21 below lists those roadway segments within the Study Area and in the vicinity of the Application site that are projected to exceed by 2025 their adopted LOS standard, and provides the impacts that each development scenario (Scenarios 1 and 2) would have on the 2025 roadway network. The proposed CDMP Application would not significantly impact the roadway segments analyzed.

Applicant's Traffic Impact Analysis

The applicant, Baptist Hospital of Miami, Inc., submitted the "*SW 137 Avenue Parcel Comprehensive Plan Amendment Traffic Study*" report, dated July 2009, in support of the application. The report, which was prepared by David Plummer and Associates, Inc., evaluated the transportation impacts resulting from the requested CDMP Land Use Plan map amendment, based on a proposed development of 279,132 sq. ft of retail space. The report summarizes the findings of the traffic impact concurrency analysis and of the future (2025) conditions on the adjacent roadways and surrounding roadway network. The report indicates that some roadway segments are expected to operate below their adopted level of service (LOS) standards, with and without the application traffic impacts. Furthermore, the report concludes that during the 2025 future with project conditions, the segment of Hammocks Boulevard, between SW 88 Street (Kendall Drive) and SW 104 Street is the only roadway segment that would experience a significant impact (project traffic greater than 5% of the road service volume), but the roadway segment expected to operate at LOS B. It should be noted that the five percent rule applies to development of regional impact (DRI); the proposed development is not a DRI. The DRI threshold for retail development is 400,000 sq. ft or more. The report concludes that the proposed development would not adversely impact the LOS of the analyzed roadway segments and that the introduction of retail space in the area will result in shorter trip lengths that would benefit future traffic conditions in the area. An Executive Summary of the Applicant's traffic study is provided in Appendix C of this report.

Miami-Dade County Public Works Department and Department of Planning and Zoning staff reviewed the July 2009 traffic impact report and had some issues regarding the traffic count stations considered in the concurrency analysis, the pass by trips percentage use in the analysis, the trip generation for medical office, and the use of growth rate or model adjustment factors applied to V/C ratios or traffic volumes. County staff will meet and work with the applicant and the transportation consultant in order to resolve these issues, discuss the results and the conclusions of the traffic impact report.

**April 2009 CDMP Cycle of Amendments
2025 Volume to Capacity (V/C) Ratios**

Roadway Segments	Adopted LOS Std ¹	No. Of Lanes	(Base Scenario) Without application		Scenario 1: Site Developed with Retail		Scenario 2: Site Developed with Residential	
			V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS
SW 157 Avenue								
SW 42 Street to SW 56 Street	D	4	1.02	F	1.04	F	1.02	F
SW 56 Street to SW 72 Street	D	4	1.08 – 1.26	F	1.10 – 1.28	F	1.08 – 1.26	F
SW 147 Avenue								
SW 42 Street to SW 47 Street	E+20%	4	0.93 – 1.11	E/ E+11%	0.90 – 1.07	D/ E+7%	0.96 – 1.13	E/ E+13%
SW 56 Street to SW 72 Street	D	4	1.00 – 1.04	E/F	1.02 – 1.07	E/F	1.01 – 1.06	E/F
SW 142 Avenue								
SW 42 Street to SW 47 Street	D	2	1.32 – 1.48	F	1.40 – 1.59	F	1.27 – 1.45	F
SW 137 Avenue								
SW 56 Street to SW 72 Street	E	4	0.95 – 1.14	E/F	0.98 – 1.18	E/F	0.94 – 1.14	E/F
SW 128 Street to SW 136 Street	E	6	0.86 - 0.96	D/E	0.86 - 0.96	D/E	0.85 - 0.95	D/E
SW 127 Avenue								
SW 56 Street to SW 72 Street	D	4	0.94 – 1.04	E/F	0.94 – 1.06	E/F	0.95 – 1.07	E/F
SW 122 Avenue								
SW 42 Street to SW 47 Street	D	2	0.96 – 1.25	E/F	0.94 – 1.23	E/F	1.02 – 1.31	D/F
SW 117 Avenue								
SW 40 Street to SW 56 Street	D	4	0.83 - 0.93	D/E	0.83 - 0.92	D/E	0.89 - 1.03	D/F
SW 56 Street to SW 72 Street	D	4	1.00 – 1.18	E/F	0.98 – 1.16	E/F	1.01 – 1.19	F
SW 72 Street to SW 88 Street	D	4	1.03 - 1.18	F	1.05 - 1.20	F	1.04 - 1.19	F
SW 88 Street to SW 104 Street	D	4	0.86 – 0.96	D/E	0.86 – 0.95	D/E	0.89 – 0.97	D/E
SW 104 Street to SW 120 Street	D	4	1.01 – 1.10	F	1.00 – 1.08	E/F	1.02 – 1.10	F

**April 2009 CDMP Cycle of Amendments
2025 Volume to Capacity (V/C) Ratios**

Roadway Segments	Adopted LOS Std ¹	No. Of Lanes	(Base Scenario) Without application		Scenario 1: Site Developed with Retail		Scenario 2: Site Developed with Residential	
			V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS
SW 112 Avenue/Lincoln Blvd								
SW 40 Street to SW 47 Street	D	2	0.86 – 1.02	D/F	0.94 – 1.12	D/F	0.83 – 0.98	D/E
SW 117 Ave to SW 152 Street	D	2	0.97 – 1.08	E/F	0.99 – 1.08	E/F	1.00 – 1.09	E/F
SW 152 Street to SW 160 Street	D	2	1.06 – 1.11	F	1.07 – 1.13	F	1.04 – 1.09	F
SW 107 Avenue								
SW 72 Street to SW 88 Street	E	4	1.07 – 1.19	F	1.08 – 1.20	F	1.07 – 1.18	F
SW 112 Street to SW 120 Street	D	2	1.04 – 1.06	F	1.04 – 1.06	F	1.06 – 1.09	F
SW 120 Street to SW 136 Street	D	2	1.31 - 1.45	F	1.29 - 1.48	F	1.36 - 1.55	F
SW 160 Street to SW 168 Street	D	4	1.07	F	1.08	F	1.11	F
SW 42 Street/Bird Road								
SW 127 Ave to HEFT	E+20%	4	1.08 – 1.33	E+8%/E+33%	1.01 – 1.32	E+1%/E+32%	1.12 – 1.39	E+12%/E+39%
SW 47 Street								
SW 137 Ave to SW 127 Ave	E+20%	2	0.95 – 1.16	E/ E+16%	0.83 – 1.12	D/ E+12%	0.94 – 1.23	E/ E+23%
SW 127 Ave to SW 122 Ave	E+20%	2	1.06	E+6%	1.05	E+5%	1.2	E+20%
SW 56 Street/Miller Drive								
SW 137 Ave to SW 127 Ave	D	4	0.81 – 1.02	D/F	0.86 – 1.06	D/F	0.82 – 1.02	D/F
SW 127 Ave to SW 117 Ave	D	4	1.08 – 1.28	F	1.08 – 1.28	F	1.08 – 1.30	F
SW 72 Street/Sunset Drive								
SW 117 Ave to SW 107 Ave	E+20%	4	1.26 – 1.28	E+26%/E+28%	1.27 – 1.28	E+27%/E+28%	1.27 – 1.30	E+27%/E+30%
SW 88 Street/Kendall Drive								
SW 137 Ave to SW 127 Ave	E+20%	6	0.97 – 1.23	E/E+23%	0.95 – 1.22	E/E+22%	0.94 – 1.21	E/E+21%
SW 127 Ave to SW 122 Ave	E+20%	8	1.15 - 1.18	E+15%/E+18%	1.13 - 1.17	E+13%/E+17%	1.11 - 1.15	E+11%/E+15%
SW 122 Ave to HEFT	E+20%	8	1.30	E+30%	1.30	E+30%	1.30	E+30%

**April 2009 CDMP Cycle of Amendments
2025 Volume to Capacity (V/C) Ratios**

Roadway Segments	Adopted LOS Std ¹	No. Of Lanes	(Base Scenario) Without application		Scenario 1: Site Developed with Retail		Scenario 2: Site Developed with Residential	
			V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS	V/C Ratios ²	Projected LOS
SW 104Sreet/Killian Parkway								
SW 122 Ave to SW 117 Ave	E+20%	6	1.32 - 1.39	E+32%/E+39%	1.33 - 1.39	E+33%/E+39%	1.32 - 1.39	E+32%/E+39%
SW 117 Ave to SW 107 Ave	E+20%	6	1.14 – 1.44	E+14%/E+44%	1.15 – 1.45	E+15%/E+45%	1.13 – 1.43	E+13%/E+43%
SW 120 Street								
SW 137 Ave to SW 127 Ave	D	4	0.86 – 1.03	D/F	0.87 – 1.04	D/F	0.90 – 1.06	D/F
SW 127 Ave to HEFT	D	4	1.01 – 1.46	F	1.01 – 1.45	F	1.03 – 1.49	F
HEFT to SW 117 Ave	D	4	1.46	F	1.45	F	1.49	F
SW 136 Street								
SW 142 Ave to SW 137 Ave	D	4	1.16	F	1.14	F	1.16	F
SW 137 Ave to SW 127 Ave	D	4	1.06	F	1.08	F	1.02	F
SW 127 Ave to SR 874 Extension	D	4	1.35	F	1.36	F	1.31	F

Notes:¹ Minimum Peak-period operating Level of Service (LOS) standard for State and County roadways.
² Volume-to-Capacity (v/c) ratio, which is the ratio of the number of vehicles using the road to the road capacity. The v/c model output is expressed using daily volumes.

Application Impact

The “Estimated PM Peak Hour Trip Generation” Table on pg. 3-16 above identifies the estimated number of PM peak hour trips to be generated by a potential shopping center and/or single-family attached apartment’s development that could occur under the requested “Business and Office” land use designation. If the application site were developed with commercial use only (shopping center) under the requested land use designation, it would generate approximately 407 more PM peak hour trips than the potential general office development that could occur under the current “Office/Residential” land use designation, and approximately 130 less PM peak hour trips than the potential medical-dental office development that could occur under the current “Office/Residential” land use designation. However, if the Application site were developed with residential use only under the requested “Business and Office” land use designation, it would not generate the same number of PM peak hour trips than the potential residential development that could occur under the current “Office/Residential” land use designation.

Currently, no roadway segment in the immediate vicinity of the application site exceeds the adopted LOS standard applicable to the roadways. The trip distribution analysis performed using the trips generated by the application, indicates that although the potential uses under the requested CDMP designation would impact traffic concurrency in the vicinity of the Application site, these roadways are not predicted to operate in violation of their adopted LOS standards. As shown in the “Traffic Impact Analysis” Table on pg. 3-18 above, SW 137 Ave./SR 825, between SW 88 and SW 104 Streets and from SW 104 to SW 128 Streets, will operate at LOS C or better, above their adopted level of service (LOS) standard with the proposed amendment’s traffic impacts. The 2025 traffic condition analysis indicates that a number of roadway segments within the study area and in the vicinity of the Application site are projected to operate below their adopted LOS standards, with and without the application’s traffic impact. However, the proposed application would not significantly impact the roadway segments analyzed.

Transit Service

Existing Service

Metrobus Routes 88, 104, 137/West Dade Connection, 204/Killian KAT, and 288/Kendall KAT serve the application site. The “Metrobus Route Service Summary” table below shows the existing service frequency in summary form.

Metrobus Route Service Summary

Route(s)	Service Headways (in minutes)						Proximity to Bus Route (miles)	Type of Service
	Peak (AM/PM)	Off-Peak (middays)	Evenings (after 8pm)	Overnight	Saturday	Sunday		
88	30	60	30	N/A	40	60	0.4	F
104	24	60	60	N/A	60	60	0.5	F
137/West Dade Connection	30	45	60	N/A	40	40	0.0	L
204/Killian KAT	7½	N/A	30	N/A	N/A	N/A	0.5	E / F
288/Kendall KAT	15	N/A	N/A	N/A	N/A	N/A	0.4	E / F

Notes: L means Metrobus local route service
 F means Metrobus feeder service to Metrorail
 E means Express or Limited-Stop Metrobus service

Future Conditions for the Immediate Area

Transit improvements to the existing Metrobus service, such as realignments to the current routes and a new Metrobus route, are being planned for the next ten years as noted in the 2018 Recommended Service Plan within the *2008 Transit Development Plan* (TDP). The “Metrobus Recommended Service Improvements” table below shows the Metrobus service improvements programmed for the existing routes serving the application site.

Metrobus Recommended Service Improvements

Route(s)	Improvement Description
88	Straighten route and extend westward to future West Kendall Bus Terminal and eliminate the SW 142nd Avenue branch.
104	Extend route westward to future West Kendall Bus Terminal.
137/West Dade Connection	No planned improvements.
204/Killian KAT	Realign route to future West Kendall Bus Terminal.
288/Kendall KAT	Realign route to future West Kendall Bus Terminal.

Major Transit Projects

No major transit improvements to the existing system in the vicinity of the application site are being planned for the next ten years, as noted in the 2008 Transit Development Plan.

Application Impacts in the Traffic Analysis Zone

A preliminary analysis was performed in the Traffic Analysis Zone (TAZ) # 1233 where the application site is located. If the proposed amendment is granted, the expected transit impact produced by the application site can be absorbed by the scheduled improvements to transit in the area.

Aviation

Since there are no development plans associated with this application, the Miami-Dade County Aviation Department (MDAD) is unable to provide an analysis for the proposed amendment at this time. However, any proposed construction on the application site reaching or exceeding 35 feet above-mean-sea-level (AMSL) must be reviewed by MDAD.

Consistency Review with CDMP Goals, Objectives, Policies, Concepts, and Guidelines

The following CDMP goals, objectives, policies, concepts, and guidelines will be enhanced if the proposed designation is approved:

- Objective LU-1: The location and configuration of Miami-Dade County's urban growth through the year 2025 shall emphasize concentration and intensification of development around centers of activity, development of well designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas, and contiguous urban expansion when warranted, rather than sprawl;
- Policy LU-1C: Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand;
- Policy LU-1G: Business developments shall preferably be placed in clusters or nodes in the vicinity of major roadway intersections, and not in continuous strips or as isolated spots, with the exception of small neighborhood nodes. Business developments shall be designed to relate to adjacent development, and large uses should be planned and designed to serve as an anchor for adjoining smaller businesses or the adjacent business district. Granting of commercial or other non-residential zoning by the County is not necessarily warranted on a given property by virtue of nearby or adjacent roadway construction or expansion, or by its location at the intersection of two roadways;
- LU-4A: When evaluating compatibility among proximate land uses, the County shall consider such factors as noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable.
- Policy LU-8B: Distribution of neighborhood or community-serving retail sales uses and personal and professional offices throughout the urban area shall reflect the spatial distribution of the residential population, among other salient social, economic and physical considerations;
- Policy LU-8E: Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would:
 - (iii): Be compatible with abutting and nearby land uses and protect the character of established neighborhoods; and
 - (v): If located in a planned Urban Center, or within 1/4 mile of an existing or planned transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes, would be a use that promotes

transit ridership and pedestrianism as indicated in the policies under Objective LU-7, herein; and

- Policy LU-10A: Miami-Dade County shall facilitate contiguous urban development, infill, redevelopment of substandard or undeveloped areas, high intensity activity centers, mass transit supportive development, and mixed used projects to promote energy conservation; and
- Policy LU-1S: The CDMP shall be consistent with the Miami-Dade County Strategic Plan adopted by the County Commission June 3, 2003. The County Strategic Plan includes [...] key outcomes for Miami-Dade Government. Key outcomes of the Strategic Plan that are relevant to the Land Use Element of the CDMP include increased urban infill development and decreased urban sprawl [...] and more integrated land-use development to decrease dependence on automobiles.

The following CDMP goals, objectives, policies, concepts, and guidelines will be impeded if the proposed designation is approved:

- Land Use Element, Interpretive Text, Guideline No. 5: Areas abutting and adjacent to activity nodes should serve as transition areas suitable for eligible higher residential densities, public and semi-public uses including day care and congregate living uses.